

PUGET SOUND NAVY YARD

The Naval Station Which Will Offset That of the British at Esquimaux.

A Necessity Which Has Long Been Urged By the Officers of the Army and Navy.

The Advantages of the Site Selected as Detailed by the Board of Secretary Tracy.

The unanimity with which the naval commissioners appointed for the purpose have agreed on a site for a new navy yard in the far northwest makes it practically certain that their recommendation will be approved by congress, says a Washington dispatch.

The need of a station in that region has long been apparent, and has been set forth by officers of the army as well as of the navy. While the Mare Island yard is one of the best in the country, and its costly granite dry dock is beyond question the finest, yet north of it our coast line stretches for hundreds of miles, and indeed with Alaska for thousands. The Atlantic seaboard has many yards, and two is not too many for the Pacific. There is a peculiar necessity for protecting the Puget Sound region on account of its rapid growth in merchant marine and its wonderful prospects. Few people probably are aware that in coasting tonnage it stands second in the country, being surpassed only by New York; while it also has a noteworthy foreign trade with China and Japan; tons, for example, being now imported and sent east over the Northern Pacific Railroad. Still another point for attention is the growing importance of Alaska, through its fisheries and mines, and this just now becomes more apparent from the pending controversy over Behring Sea. Finally the recent building up of a strong British naval station at and near Vancouver, makes it wise to be prepared with defenses in the same region.

This last point has been especially dwelt upon by various naval officers. Commodore Harman, as chief of the bureau of yards and docks, urged the establishment of a North Pacific navy yard in his annual reports, and Secretary Whitney supported the recommendation. The fifth congress at length authorized the appointment of a board to select a site, and Capt. A. S. Mahan, Commander C. M. Chester and Lieutenant-Commander C. H. Stockton were assigned to this duty. The board of congress had wisely limited the choice to some site north of the forty-second parallel, because Mare Island will supply all wants south of that line. After examining the Oregon and Washington coasts, the committee selected Point Turner, at Fort Orchard in Washington territory, behind Bainbridge island, as in all respects the most suitable.

The elaborate document, making a pamphlet of nearly fifty pages, which has just been submitted to Secretary Tracy by the board, describes in detail the advantages of this site. To begin with, it is in the heart of the Puget Sound region, sheltered behind its defenses. It will furnish a base for a fleet defending the approaches to Puget Sound, and will become our strategic base in that region. The anchorage is of course abundant, safe, and convenient, this being a prime necessity. The reservation will contain 1,752 acres, which will furnish space enough for all purposes. There is a water front available, however, of more than six miles along the fine harbor. One important consideration is its susceptibility to easy defense on account of its narrow entrance, which could be entirely closed by submarine mines until other forms of defense were available, so that it can be safely put at once to its ordinary uses, while the entire defenses will not be very costly. It would even be safe against naval attack should the outer line of Puget Sound defenses be carried by an enemy.

Again, it is only fifteen miles from Seattle and about twice as far from Tacoma, the two principal points for supplies and labor on the sound. A short branch will connect it with the great rail system going down the coast and across the continent. The well-known equality of the temperature will allow work to be carried on at almost all seasons of the year, and there is no question of the healthfulness of the site. Excellent water can be obtained from wells, or it can be brought by aqueduct from Lake Knap, about three miles off. Washington territory is rich in timber, which is so important to a navy yard in various respects, and it can be used to great advantage in establishing buildings and wooden dry dock and in various parts of naval construction. Coal also is to be had, and during the year ending Sept. 30, 1888, the output of the territory was 1,133,801 tons, which amount has probably been greatly surpassed during the twelve months succeeding. There are iron ores in central and eastern Washington. Altogether, congress is likely to provide promptly for establishing a new navy yard on Puget sound.

Show Versus Service Uniforms.
The London Army and Navy Gazette makes a strong point in favor of the system which the State of Pennsylvania has adopted of providing its troops with a uniform conforming to the standard of the regular army. "To our minds," it says, "the fewer distinctions there are between the uniform and equipment of the militia and volunteers the better, if the several services are maintained for the purpose of defense. If their sole object is to satisfy the personal vanity of those who wear the respective uniforms, let the distinction be as numerous as possible. But it is not right to the nation as it is to the volunteers that they should be sent to face an enemy so dressed and equipped that the general commanding a hostile army would be able to see through his field glass whether they were regulars or volunteers, and lay his plans accordingly. A more ridiculous policy could not be imagined. The great object of the war office ought to be to make the volunteers attain to the standard of the regular army in all things if they can. They should be organized, administered, clothed and equipped as much like the regulars as possible, and the distinguishing marks should be so slight that only our own staff should be able to recognize them. Then on occasion they might be pointed off as something better than what they are. What this might mean on a battle field no soldier needs to be told. The system is a false one which permits of all sorts of senseless distinctions in uniforms for the benefit of a possible enemy, and to our own great disadvantage. It matters not whether it is a wash or a pouch belt which is worn by officers in scarlet; but whatever it is it ought to be the same all through the service." This is sound reasoning and as applicable to this country as to England.

Little Benjamin Harrison.
The country has been informed how fond President Harrison is of children—especially of babies, says a Washington letter. His reputation in this respect has resulted in his having a rare collection of photographs of babies. Nearly every day's mail brings to

the white house a number of letters enclosing photographs of infants. They represent babies in variety enough for a baby show. The photos are all of boy babies, and the letters announce that their names are Benjamin Harrison Smith, Jones, or Robinson, etc., etc. Sometimes there are a pair of twins. Then the name is either divided between them or one is named after the president and the other after the vice president. The other day I picked up a bundle of these photos of the mailed in the White house and counted them. They were just a few that had been snapped together with a rubber band. There were twenty-three of them and two pairs of twins. They are presented in a variety of attitudes and in various stages of nakedness. They vary in apparent age from a few months to but a few days. Sometimes the infant's photograph is accompanied by that of the mother, or both father and mother. One infant is chewing the end of an American flag. Another is dressed in a continental uniform, though he has to be held in an upright position to show it. Another has not anything on worth mentioning, and is making a critical examination of the soles of both his feet at the same time, a thing he accomplishes by bowing the legs and turning the feet inward. The fact of those that are seen by the public being so ugly is explained by the statement that the president has saved out some of the best looking ones to keep. The others are lying around, so that you are liable to find a bundle of them in almost any room in the house.

Merit Wins.
We desire to say to our citizens, that for years we have been selling Dr. King's New Discovery for Consumption, Dr. King's New Life Pills, Bucklen's Arnica Salve and Electric Bitters, and have never handled remedies that sell as well, or that have given such universal satisfaction. We do not hesitate to guarantee them every time, and we stand ready to refund the purchase price if satisfactory results do not follow their use. These remedies have won their great popularity purely on their merits. R. S. Hale & Co., druggists.

A gentleman who had suffered great annoyance and pain from barber's itch, and had been treated by the best physicians, without relief, says that two bottles of Dettol's Specific cured him and left his face perfectly smooth without a scar. It never fails in skin diseases. Sold by R. S. Hale & Co., wholesale and retail druggists, Helena.

A Safe Investment
Is one which is guaranteed to bring you satisfactory results, or in case of failure a return of purchase price. On this safe plan you can buy from our advised druggist, a bottle of Dr. King's New Discovery for Consumption. It is guaranteed to bring relief in every case, when used for any affection of throat, lungs or chest, such as Consumption, Inflammation of Lungs, Asthma, Whooping Cough, etc. It is pleasant and agreeable to the taste, perfectly safe and can always be depended upon. Trial bottles free at R. S. Hale & Co.'s drug store.

For chapped hands, roughness of the skin, pimples or blotches of any kind on the face or other parts of the body, apply Dettol's Specific. It works like magic and is warranted by druggists. Sold by R. S. Hale & Co., wholesale and retail druggists, Helena.

The Spartan Virtue of Fortitude
Must be possessed in no ordinary degree by those who bear the pangs of rheumatism without complaint. We have never heard of such an individual. But why not, ere the lifelong martyrdom begins, extinguish the germ of this atrocious malady with Hostetter's Stomach Bitters, the efficacy of which as a preventive of the disease, as well as a means of relieving it, is well established and amply attested, during the last thirty-five years, over professional signatures? It expurgates from the blood those acid principles which beget the pain and inflammation of catarrh of this complaint, which, if recollected, is always liable to terminate life suddenly when it attacks a vital part. The Bitters also expels the virus of malaria from the system, remedies dyspepsia, kidney complaint, constipation and biliousness, quiets the nerves and invigorates the whole physical organism.

"Catch On!"

But One Change of Cars from

HELENA & BUTTE TO CHICAGO

—VIA—

Chicago & Northwestern

—AND—

Union Pacific Railways.

The C. & N. W. Also Makes Direct Union Depot connections at Denver with

U. P. AND D. & R. G. TRAINS,

and Runs Through

Vestibuled Dining Car Trains

to CHICAGO without Change.

Many Hours Saved, and the only line Avoiding Troublesome and Long Delays at

Denver and Council Bluffs.

It is recognized by Everybody as the "SHORT LINE" from the West and Northwest

TO CHICAGO

AND ALL POINTS EAST!

Further information furnished by Union Pacific Ticket Agents at Helena and Butte.

Fred Greene, G. P. A.

Salt Lake, City, Utah.

Pioneer

Baking Powder

Most Economical

Helena, Montana, Feb. 18, 1889.

I hereby certify that a can of Pioneer Baking Powder, analyzed by me this day, consists of chemically pure Cream Tartar and best Soda, and contains no other ingredients of any kind.

A. W. HAND,

Assayer and Chemist.

A. Schilling & Co., Manufacturers, S. F., Cal.

CONDENSED RAILWAY TIME TABLE

Montana Central.

DEPART.

St. Paul, Atlantic ex., St. Paul and east. 11:25 a. m.
Montana, Pacific ex., Butte and south. 4:00 p. m.
Helena and Butte ex., Butte and south. 8:15 a. m.
Marysville ex., Helena and south. 6:30 p. m.
Marysville ex., Helena and south. 4:10 p. m.

ARRIVE.

St. Paul, Atlantic ex., Butte and south. 11:25 a. m.
Montana, Pacific ex., St. Paul and east. 3:45 p. m.
Helena and Butte ex., Butte and south. 10:00 a. m.
Marysville ex., Helena and south. 6:40 p. m.

Northern Pacific.

ARRIVE.

Through westbound. 2:50 p. m.
Through eastbound. 7:20 p. m.
Butte, Missoula and Helena ex. 12:30 p. m.
Marysville passenger. 8:40 a. m.
Rimmi passenger, Mon. Wed. and Fri. 5:00 p. m.
Wicks and Boulder passenger. 10:00 a. m.
Marysville accommodation. 2:30 p. m.

DEPART.

Through westbound. 3:15 p. m.
Through eastbound. 7:35 p. m.
Butte, Missoula and Helena ex. 12:30 p. m.
Marysville passenger. 8:30 p. m.
Rimmi passenger, Mon. Wed. and Fri. 7:15 a. m.
Wicks and Boulder passenger. 4:30 p. m.
Marysville accommodation. 10:30 a. m.

Union Pacific.

DEPART.

For all points east, south and west, via Montana Central and Butte. 4:00 p. m.
Via Northern Pacific and Garrison. 3:15 p. m.

ARRIVE.

From all points east, south and west, via Butte and Montana Central. 11:25 a. m.
Via Garrison and Northern Pacific. 12:30 p. m.

GO EAST

—VIA THE—

NORTHERN PACIFIC

RAILROAD.

The Dining Car Route

—AND—

GREAT SHORT LINE

To All Eastern Cities!

250 Miles THE SHORTEST ROUTE To Chicago

and All Points East.

THE ONLY THROUGH CAR ROUTE

Low Rates, Quick Time, Pullman Palace Sleeping Cars.

TAKE THE

Scenic Route of the Northwest,

—THE—

MONTANA

CENTRAL

—AND—

ANITOB

RAILWAYS.

The New and Popular Short Line

BETWEEN

Helena, Wickes, Boulder, Butte, Marysville, St. Paul, Minneapolis, Chicago, and All Points East.

Solid Through Trains Daily

—BETWEEN—

Butte, Helena & St. Paul.

Palace Sleeping Cars.

Luxurious Dining Cars.

Magnificent Day Coaches, and Free Sleeping Cars for Second-Class Passengers.

Safety, Comfort & Convenience for Our Patrons.

It will be the greatest endeavor of the management to run trains through on time.

C. W. PITTS, City Ticket Agt.

B. H. LANGLEY, Genl. Ticket Agt.

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NORTH and SOUTH

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A. E. VEAZIE, Passenger Agent.

A. LEWIS, G. A., Butte, Mont.

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MILWAUKEE &

ST. PAUL R.Y.

Is the Fast Mail Short Line from St. Paul and Minneapolis via Lake Cross and Milwaukee, to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the Northwest. It is the only line running Pullman Drawing Room Sleeping cars with luxurious smoking rooms, and the finest dining cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi river to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union depot at St. Paul. No change of cars of any class between St. Paul and Chicago. For through tickets, time tables, and full information, apply to any coupon ticket agent in the northwest.

GREAT ENGLISH REMEDY, MURRAY'S SPECIFIC.

A guaranteed cure for all nervous diseases, such as WEAK MEMORY, LOSS OF BRAIN POWER, Hysteria, Headache, PAIN IN THE BACK, NEURALGIC PROSTRIATION, WAKEFULNESS, LEUCORRHOEA, UTERINE AFFECTIONS, LAMENESS, SEMINAL WEAKNESS, Impotency and general loss of power of the Generative Organs, in either sex, caused by indiscretion or over-exertion, and which ultimately lead to PRE-NATURE OLD AGE, INSANITY and CONSUMPTION. \$1 a box or six boxes for \$5. Sent by mail on receipt of price. Full particulars in pamphlet sent free to every applicant.

WE GUARANTEE SIX BOXES to cure any case. For every \$5 order received, we send six boxes, with a written guarantee to refund the money if our Specific does not effect a cure.

Address all communications to the Sole Manufacturers, THE MURRAY MEDICINE CO., Kansas City, Mo.

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Dr. Liebig & Co. are regular graduates in medicine and surgery and special practitioners authorized by the states of Missouri, California and Montana, to treat all chronic, nervous and private diseases (whether caused by imprudence, excess or contagion), seminal weakness (night losses), sexual debility, (loss of sexual power), nervous debility (loss of nerve force), diseases of the blood (syphilis, gonorrhea, gleet and stricture) cured. Curable cases guaranteed or money refunded. Charges low. Thousands of cases cured. All medicines are especially prepared for each individual case at Laboratory. No injurious or poisonous compounds used.

No time lost from business. Patients at a distance treated by letter and express. Medicine sent everywhere free from post or breakage. In diseases of the blood, brain, heart and nervous system, as well as liver, kidney and gravel complaints, rheumatism, paralysis and all other chronic diseases.

Write for illustrated papers on Deformities, Club Feet, Curvature of the Spine, Piles, Tumors, Cancer, Catarrh, Bronchitis, Whooping Cough, Electricity, Magnesium, Paralysis, Epilepsy, Kidney, Bladder, Eye, Ear, Skin and Blood and all Surgical Operations. Diseases of women a specialty. Book on diseases free.

The only reliable Medical and Surgical Institute making a specialty of private diseases. All Blood Diseases successfully treated. Syphilis Poison removed from the system without mercury. New Restorative treatment for loss of Vital Power. Persons unable to visit us may be treated at home by correspondence. All communications confidential. Medicine or instruction sent by mail or express, securely packed. One personal interview preferred. Call and consult us, or send history of your case and we will send in plain wrapper our book free, explaining why thousands cannot be cured of Private, Special and Nervous Diseases, Seminal Weakness, Spermatorrhea, Impotency, Syphilis, Gonorrhea, Gleet, Varicocele, etc.

Dr. Liebig & Co. are the only qualified or responsible specialists left in Montana since the new medical law.

Office hours from 9 to 6 and 7 to 8 p. m.; or by appointment in obscure or urgent cases.

Newton Bros. are agents for sale of Dr. Liebig's Investigator in Butte City, Montana.

Minneapolis & St. Louis Railway,

—AND THE—

Famous Albert Lea Route.

Two THROUGH TRAINS Daily

FROM ST. PAUL AND MINNEAPOLIS

TO CHICAGO

Without Change, competing with the Fast trains of All Lines for the

EAST AND SOUTHEAST.

The Direct and Only Line running Through Cars between

Minneapolis & Des Moines, Iowa.

Via Albert Lea and Fort Dodge.

Solid Through Trains Between

Minneapolis & St. Louis.

and the principal Cities of the Mississippi Valley, connecting in Union Depots for all points South and Southwest.

Many hours saved, and the ONLY LINE running

two trains daily to

KANSAS CITY, LEAVENWORTH, ATCHISON,

making connections with the Union Pacific and Atchison, Topeka & Santa Fe Railways.

Close connections made in Union Depot with all trains of the St. Paul, Minneapolis and Manitoba, Northern Pacific, St. Paul & Duluth Railways, from and to

ALL POINTS NORTH and NORTHWEST.

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Magnificent Pullman Sleeping Cars, Hotel-Style Dining Cars, and our Justly Celebrated

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A Perfect Face Powder.

FREEMAN'S

FACE POWDER.

Is the most perfect and most desirable Face Powder ever made. It is made of the finest materials, and is perfectly pure. It is the only Face Powder that will not clog the pores of the skin, and will not cause the skin to become red and irritated. It is the only Face Powder that will not cause the skin to become dry and cracked. It is the only Face Powder that will not cause the skin to become oily and greasy. It is the only Face Powder that will not cause the skin to become itchy and uncomfortable. It is the only Face Powder that will not cause the skin to become discolored and spotted. It is the only Face Powder that will not cause the skin to become wrinkled and aged. It is the only Face Powder that will not cause the skin to become thin and fragile. It is the only Face Powder that will not cause the skin to become rough and uneven. It is the only Face Powder that will not cause the skin to become lumpy and bumpy. 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